

CONTRA COSTA CENTER SPECIFIC PLAN

Draft: November 2005



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SECTION I: EXECUTIVE SUMMARY

The Contra Costa Center Specific Plan provides a detailed framework for future redevelopment and remodeling of the aging shopping center buildings located on 12.8 acres situated between Interstate 680 and Buskirk Avenue / Elmira Lane, north of Hookston Road. This site is immediately south of the recently redeveloped 8.5-acre Crossroads Project site, where a former Montgomery Ward department store was converted into a new Kohl's store and a series of smaller tenant shops were developed fronting on Monument Boulevard. The Crossroads project site and Specific Plan site were placed within the Pleasant Hill Commons Redevelopment Plan Area in 2000 by action of the Pleasant Hill Redevelopment Agency.

In February 2003, the Redevelopment Agency designated the Contra Costa Shopping Center area as a Target Area for redevelopment, which led to the subsequent approval of the Crossroads redevelopment project in October 2004. In November 2004, the Agency assigned responsibility to the Redevelopment Advisory Committee (RAC) for preparing a set of basic land use development recommendations to guide preparation of the Specific Plan for the remaining portion of the Contra Costa Shopping Center area. The RAC held public meetings between January and April of 2005, and presented its final recommendations to the Agency Board in May. These recommendations were approved by the Agency to guide preparation of the Specific Plan on May 16, 2005, and have been incorporated into this Plan as "Guiding Policies".

The Contra Costa Center Specific Plan provides for development of up to 330,000 aggregate square feet of primarily retail floor space, within the three designated "subareas" of the 12.8-acre site (see Figure SP-10). Up to 80,000 square feet of commercial space would be provided at the north end of the planning area (adjoining the Crossroads Project) in Subarea I, through remodeling and expansion, or through possible replacement of existing buildings. Existing buildings in the middle of the site (Subarea II) will be replaced with new commercial space of up to 190,000 square feet, along with primarily structured parking. Finally, the mostly vacant south portion of the planning area is planned for development of up to an additional 60,000 square feet of commercial uses along with additional structured parking, or alternatively a residential use consisting of up to 60 townhouse units.

The Specific Plan encourages the Agency to work with prospective "master developers" in preparing final plans for redevelopment of the entire planning areas as a single development. However, the Plan is also intended to promote a high level of flexibility for the current owners to come forward with separate but coordinated redevelopment plans for each of the three subareas, or possibly to combine Subareas II and III into an integrated development program. The Specific Plan accommodates market-supported two-story commercial development and multi-level parking garages.

SECTION 2: INTRODUCTION

2.1 Planning Context

The project site is located in the City of Pleasant Hill, in central Contra Costa County as shown in Figure SP-1, Regional Vicinity Map. More specifically, the project is located within the southeastern portion of the Pleasant Hill Commons Redevelopment Project Area, west of Buskirk Avenue and north of Hookston Road, as shown in Figure SP-2. The proposed Contra Costa Center Specific Plan area includes a total of 10 separate parcels situated adjoining and east of Interstate 680, and south of the Pleasant Hill Crossroads Project, as shown in Figure SP-3. A majority (10.3 acres) of this 12.8-acre site, as depicted in Figure SP-4, was developed as part of the original Contra Costa Shopping Center complex in the early 1960's. Principal existing shopping center uses include the CineArts five-screen cinema complex, Bally's Fitness health club, Jo-Ann's Fabrics store, Friedman's Appliance center, Dollar Tree and various other smaller tenants as listed in Table SP-1 below. The Specific Plan site also includes a portion of the Buskirk Avenue right-of-way and 2.5 acres consisting of two parcels located south of Buskirk Avenue. One of these southerly parcels is occupied by the Fair Oaks Market, while the other is currently vacant (also listed in Table SP-1).

Ultimate buildout under the Specific Plan should range between a total of 240,000 and 330,000 square feet of commercial space, with the potential to accommodate up to 60 residential units at the south end of the planning area in lieu of approximately 60,000 square feet of retail space. Portions of the existing buildings within Subarea I (see Table SP-1) are of suitable structural condition, and appropriately located on the site to facilitate remodeling and enlargement. The interior corridor and patios within this group of buildings could be converted into additional retail space, and the building exteriors remodeled to meet the development standards outlined in Section 6.

The theater and health club buildings located within Subarea II total less than 42,000 square feet. These older structures are not efficiently configured to provide for efficient expansion and reuse (see Figure SP-8). The southerly portion of the planning area (Subarea III as shown in Figure SP-10) is currently vacant, with the exception of an existing gas station and convenience market. These 2.5 combined acres are planned for redevelopment to provide for additional commercial or alternative residential uses. Detailed plans for redevelopment of Subarea III may be considered independently, or in combination with Subarea II. In addition, the Agency may acquire part or all of the properties in Subareas I, II and III in order to facilitate assemblage of the site into one or more coordinated development projects.

Adoption of the Contra Costa Center Specific Plan would result in a concurrent amendment of the Pleasant Hill Commons Redevelopment Plan in order to

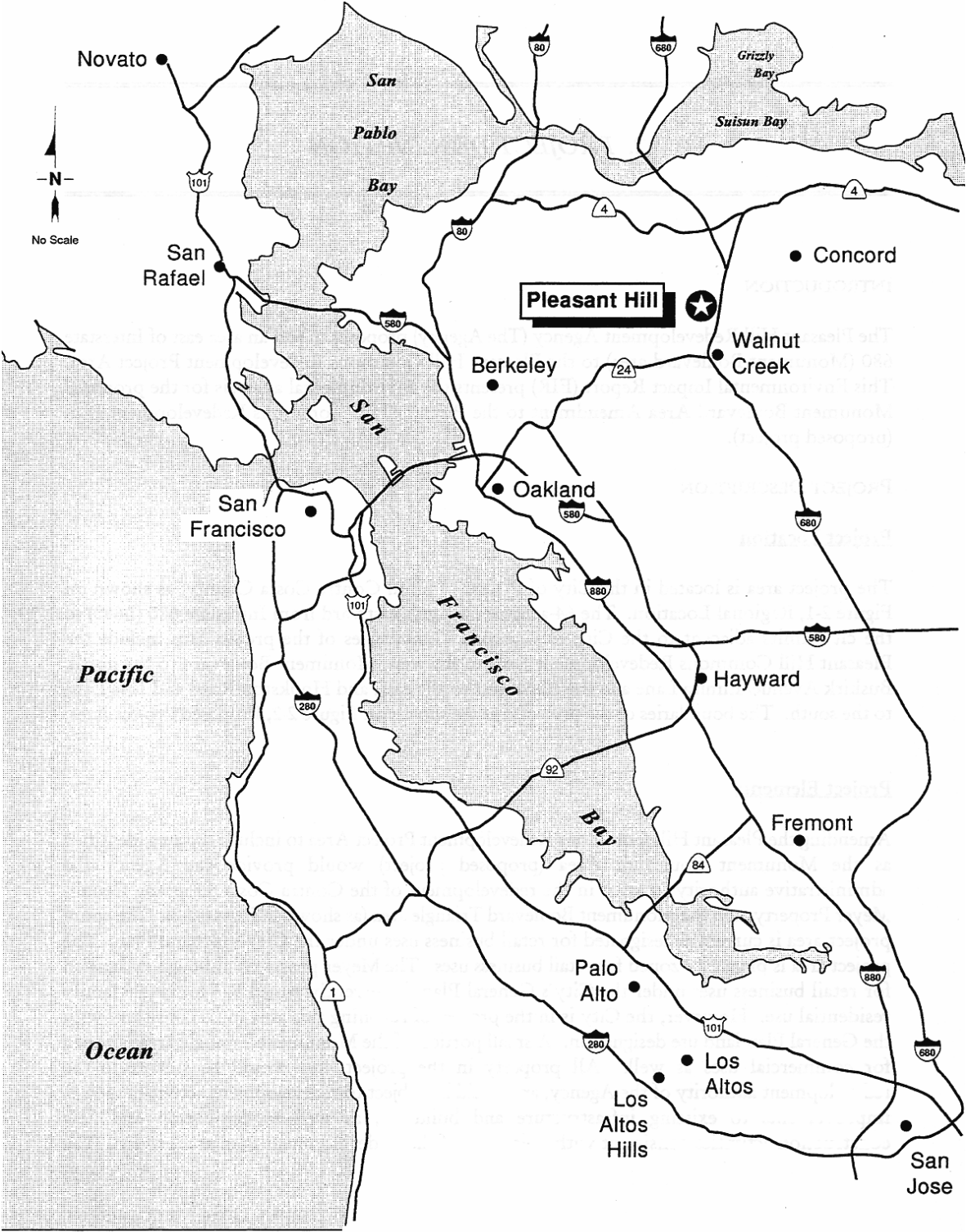
accommodate the expanded range and scale of uses contemplated in this Specific Plan. The planning area adjoins the southern boundary of the Pleasant Hill Crossroads Project. Currently nearing construction completion, the Crossroads project was evaluated in 2004 through the preparation of a Supplement to the 2000 Final EIR for the Monument Boulevard Area Amendment to the Redevelopment Plan (SCH #1999112036). As shown in Figure SP-9, the Crossroads project has a combined total building area of up to 145,000 square feet, and relies on surface parking. The Crossroads Project established a pattern of on- and off-site circulation system improvements which will be extended with implementation of the adjoining Specific Plan. In addition, the development standards utilized for the Crossroads Project provide an important framework for consideration of the future buildings and site improvements to be accommodated within the larger Specific Plan project area.

This Specific Plan proposes a number of refinements to the previously approved Redevelopment Plan in order to accommodate the planned scale and type of development. These changes have been evaluated against the framework of the 2000 EIR prepared for the Monument Boulevard Area Amendment. In addition, the updated environmental information presented in the 2004 Crossroads Project Supplemental EIR has served as an important baseline for further analysis in the Specific Plan Supplemental EIR (attached Volume II).

2.2 Purpose of Specific Plan

Originally constructed in 1961, the project site consists of aging buildings with deteriorated site improvements. The planning area was placed within the Pleasant Hill Commons Redevelopment Plan Area in 2000 (see Figure SP-3), and in 2003 was designated as a Target Area for redevelopment. The Agency was unsuccessful in soliciting feasible proposals from prospective master developers for plans to redevelop the entire original 21-acre shopping center site. Consequently plans were approved for independent development of the northerly 8.5 acres now referred to as the Crossroads Project. Fragmented remaining land ownership within the remainder of the Center, and complexities associated with coordination of needed site and frontage improvements, have required the Agency to take the lead in establishing an overall development program for the 12.8 total acres included in the Contra Costa Center Specific Plan site. The Agency initiated a visioning process for the Specific Plan in 2004, carried out under the direction of the Redevelopment Advisory Committee (RAC). The RAC held a series of public meetings between January and April of 2005, and addressed a range of economic feasibility, land use, traffic, public service and related issues. Numerous physical development concepts were evaluated by the RAC, and subsequently were used to “test” the emerging Conceptual Land Use Plan. The accompanying Guiding Policies (see Section 3.5) were prepared as the basis for preparation of a specific plan which would provide for the coordinated redevelopment of this site.

Figure SP-1: Regional Vicinity Map



2.3 Relationship to Zoning, General Plan and Redevelopment Plan

The original Redevelopment Project Land Use Plan Map places the subject 12.8-acre Specific Plan site within the same mixed use classification which applies to the Crossroads Project, the downtown area, and the Monument Boulevard Triangle area. This classification encourages improvement of properties for “Commercial / Office, Multi-Family and Open Space” uses. The Redevelopment Plan directs that commercial uses proposed on these properties be consistent with those set forth in the City’s Zoning Code.

The City of Pleasant Hill adopted a comprehensive update to its General Plan on July 21, 2003. The 2003 General Plan classified the subject site and the entire Contra Costa Center for “Commercial and Retail” land uses. A maximum floor area ratio (FAR) of 0.40 is applicable to development and/or redevelopment of all properties under the Commercial and Retail classification, subject to applicable zoning requirements. The Specific Plan would replace the current General Plan land use classifications and development standards, and would require the approval of detailed development plans.

Property within the planning area is currently zoned “Retail Business” (RB) and “Single Family Residential” (R-7). The Specific Plan calls for rezoning of the entire site to the Planned Unit Development (PUD) district, in order to facilitate greater flexibility to meet the following objectives:

- (a) Establish a procedure for the development of large parcels of land in order to reduce or eliminate the rigidity delays, and conflicts that otherwise would result from application of zoning standards and procedures designed primarily for small parcels.
- (b) Ensure orderly and thorough planning and review procedures that will result in quality urban design.
- (c) Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenities.
- (d) Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those directly benefiting from it.
- (e) Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods.

Rezoning of the property to a PUD district will serve as a tool to help with implementation of this Specific Plan. The adjoining Crossroads Project site (see Figure SP-2) was placed into a PUD zoning district in 2004 in order to accomplish many of the same objectives. It is intended that the planning area PUD zoning identify a requirement for consistency with the policies and standards established in this Specific Plan, and apply to all changes in land use as well as future discretionary entitlements on the 12.8-acre site.

Figure SP-2: Relationship to Pleasant Hill Commons Redevelopment Area

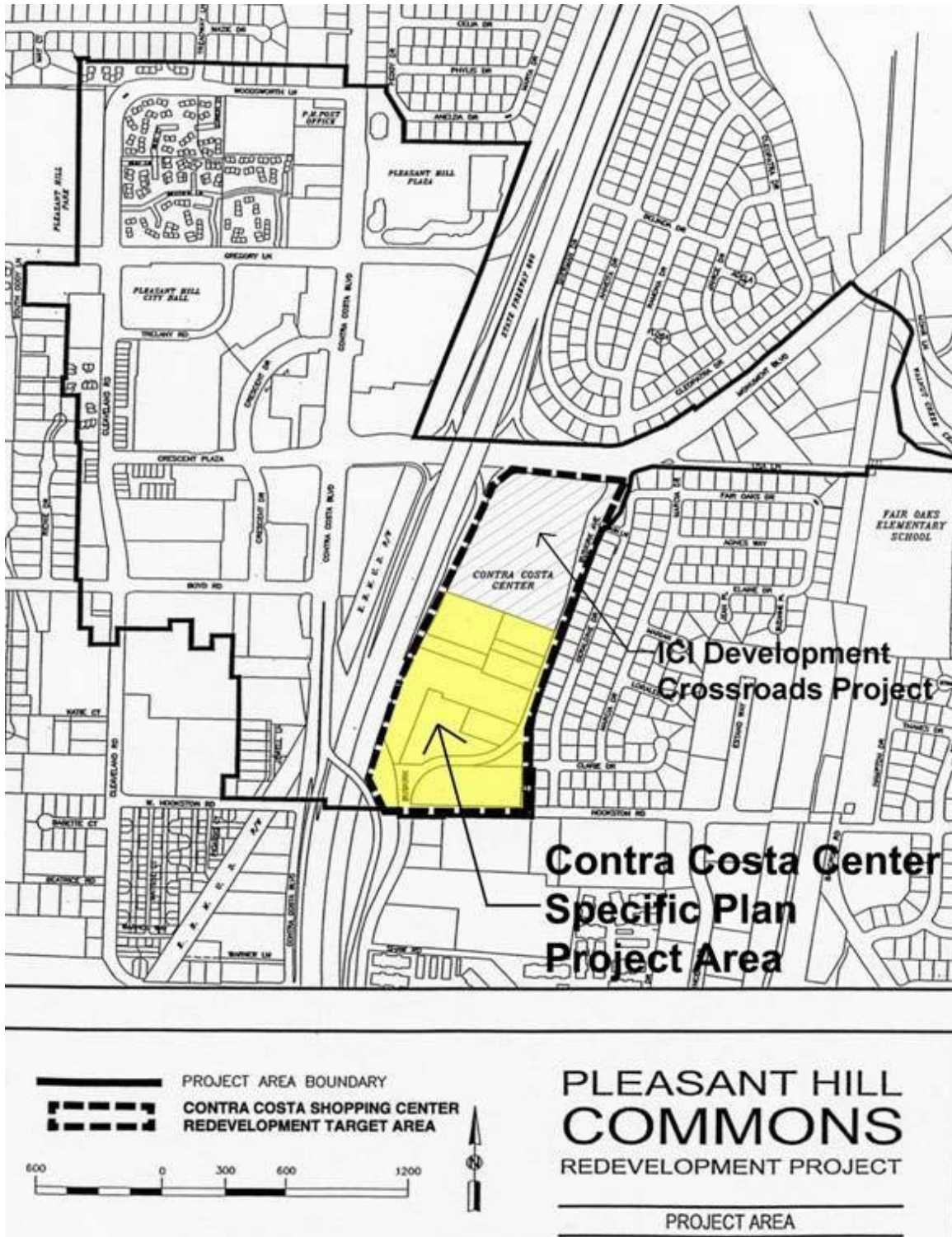
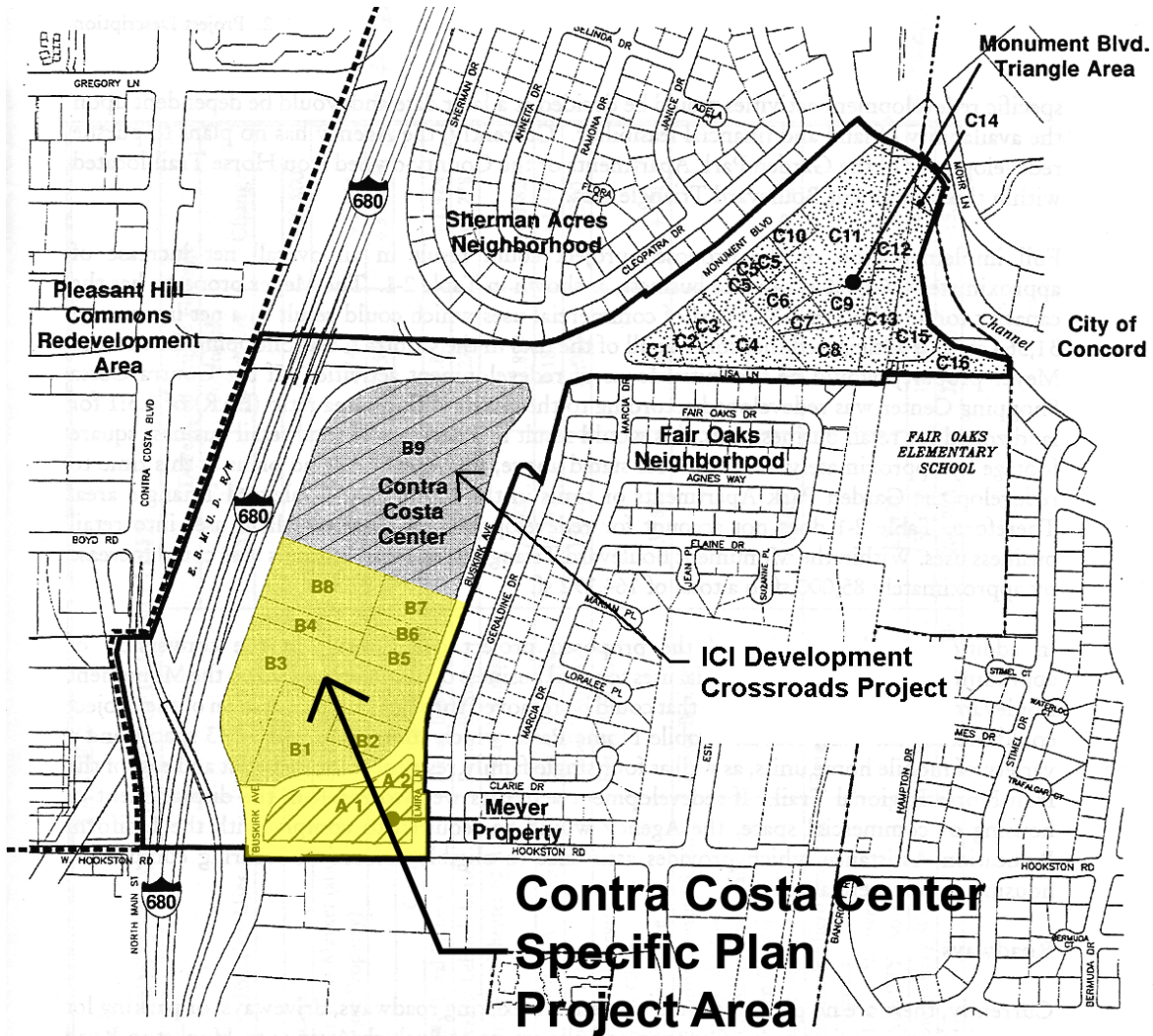


Figure SP-3: Project Location within Previously Approved Monument Boulevard Area Amendment to Redevelopment Plan



**Parcel Identification within Monument Boulevard Area
Amendment to Pleasant Hill Commons Redevelopment Plan**

- Project Site Boundary
- Contra Costa Shopping Center
- Meyer Property
- Monument Boulevard Triangle
- Pleasant Hill Commons Redevelopment Boundary
- City of Pleasant Hill City Limits

Source: EIP Associates, January 2000 Draft EIR for Monument Boulevard Area Amendment to the Pleasant Hill Commons Redevelopment Plan

EIP
ASSOCIATES

10317-Base
(NTS)

SECTION 3: LAND USE

3.1 Existing Conditions and Site Constraints

The planning area is segmented into a series of ten separate parcels as shown in Figure SP-8. These parcels range from 0.21 acres to 2.28 acres in size, and their shape and orientation are a function of the present arrangement of buildings on the site. Decisions concerning future private development on these properties is controlled by four distinct interests, as listed in Table SP-1.

The ICI Development Company has ownership or control of the five parcels which comprise the northerly 4.08 acres directly adjoining the Crossroads Project (also owned by ICI). The next group of three parcels in the middle of the Center are owned or controlled by Syufy / SyCal Properties (the operator of the CineArts Theater). Finally, the southerly portion of the site, south of the Buskirk Avenue “S” curve consists of the large undeveloped Meyer property (2.28 acres) and the adjoining 0.21-acre gas station and convenience store property.

Figure SP-10 identifies these three geographic property groupings as Subareas I, II and III. The physical arrangement of buildings and site improvements, as well as the sweeping curvature in Buskirk Avenue between Hookston Road and Elmira Lane (the “S” curve), have also helped to define these three subareas. An existing reciprocal easement agreement (REA) is recorded over the properties in Subareas I and II, enabling unrestricted use of all available parking on the combined site on an as-needed basis. Surveys conducted by the Agency’s Supplemental EIR consultants have identified a current surplus of parking spaces within Subareas I and II based on the typical daily demands of the uses currently occupying the site (see SEIR for further details).

The aging and deteriorated buildings and site improvements currently detract from the desirability of this commercial center to attract new tenants and shoppers alike. In addition, the current alignment of Buskirk Avenue physically separates Subarea III from the balance of the planning area, and limits the potential for movement of pedestrians between Subareas II and III.

The Specific Plan seeks to overcome these constraints by encouraging a critical mass of new commercial development, sufficient to fund redevelopment of the site, and to widen and realign Buskirk Avenue to allow all three subareas to function as one shopping destination. This more compact form of development with its higher intensity of uses, must have sufficient revenue generating capacity to fund construction of parking garages and other shopper and pedestrian-oriented amenities. The Specific Plan strives to provide the flexibility to facilitate this level of redeveloped land use intensity through phased redevelopment of all three Subareas; however, it may be necessary to assemble some or all of the parcels to accomplish this task. The Specific Plan also includes an option for consideration of up to 60 residential townhouse units within Subarea III. As discussed in Section 7, this optional use could help to fund early construction of needed frontage improvements.

Figure SP-4: Contra Costa Center Specific Plan Project Boundary

CONTRA COSTA CENTER SPECIFIC PLAN LOCATION MAP



LEGEND

 Contra Costa Center
Specific Plan Boundary

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3.2 Surrounding Land Uses

Preceding Figure SP-4 shows the relationship between the planning area and the Fair Oaks residential neighborhood, which extends along the east side of Buskirk Avenue. As reflected in Figure SP-8, access to the neighborhood is currently available from Clarie Drive (off of Elmira Lane). Also visible in Figure SP-8 are the existing office complex to the south of the planning area (Hookston Square), and Interstate 680 along the westerly edge of the planning area.

The existing one-story buildings within Subarea I physically adjoin the two-story Kohl's building in the Crossroads Project immediately to the north. The recently completed Kohl's remodeling has substantially upgraded the exterior of the building. This relationship, visible in photograph Figure SP-5, emphasizes the need for a consistent architectural treatment of the exterior elevations of the Subarea I buildings. Not visible in Figures SP-4 and SP-8 is the widening of Buskirk Avenue and signalized intersection improvements which have taken place within the past several months along the frontage of the Crossroads Project.

Also visible in Figure SP-5 is the absence of landscaping throughout much of the existing surface parking areas which surround the Contra Costa Center south of the Crossroads Project. Figures SP-6 and 7 below provide representative views of the westerly side of the existing center in Subarea II where the theater and fitness center use operations occur.

Figure SP-5: View Looking Northwest at Existing Center



Figure SP-6: View Looking North along West Side of Center in Subarea II

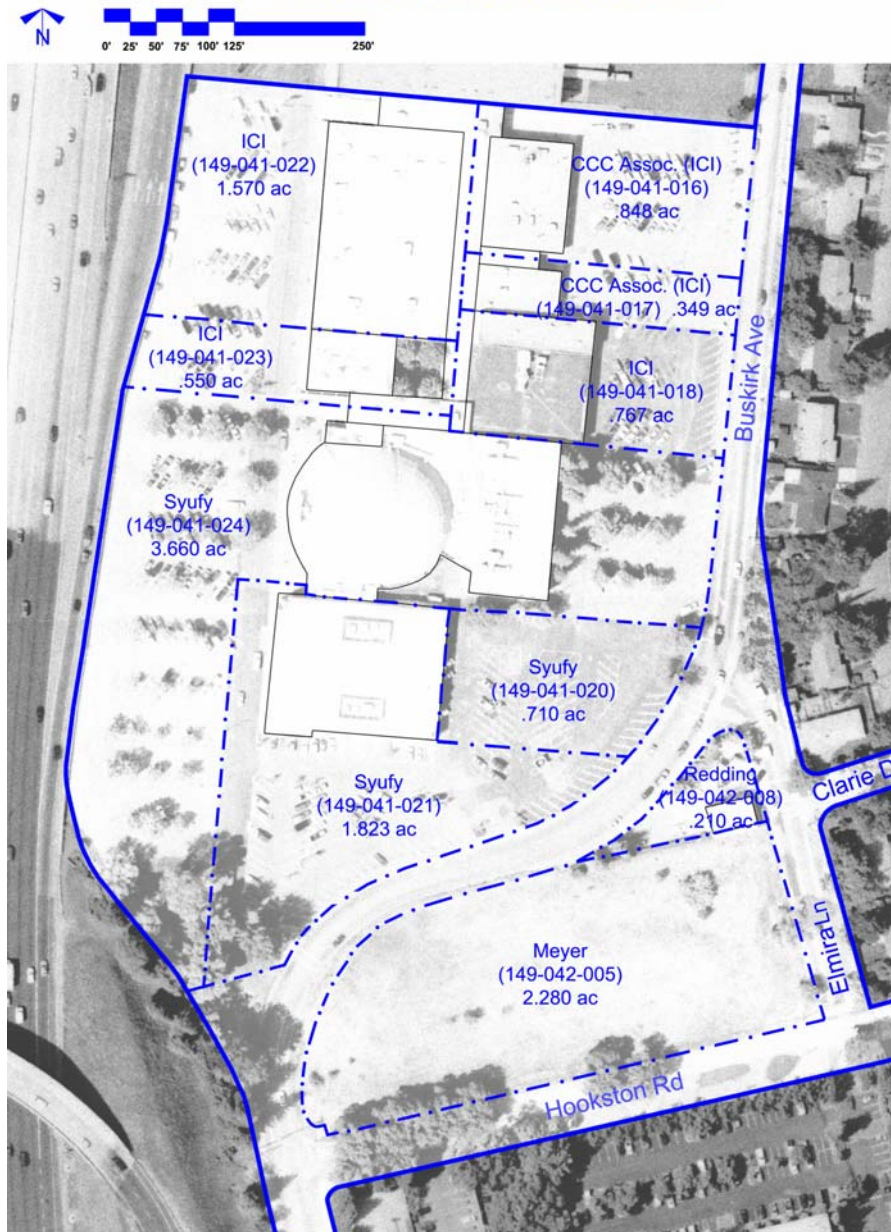


Figure SP-7: View of Bally's and Theater Use Buildings In Subarea II



Figure SP-8: Existing Property Ownerships**CONTRA COSTA CENTER SPECIFIC PLAN**

PROPERTY OWNERSHIPS (Jan. 2005)

**LEGEND**

- - - - - Parcel Lines

Name Current Ownerships

000-000-000 Assessors Parcel Numbers

0.000 Gross Parcel Acreage

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THE CROSSROADS - PLEASANT HILL
PLEASANT HILL, CALIFORNIA



ICD
DEVELOPMENT
COMPANY

DATE: 6-19-04
PROJECT #: 03-115
SCALE: 1"=30'-0"
NORTH
SHEET #: 02





Table SP-1: Summary of Existing Development

Assessor's Parcel*	Site Area	Building Area	FAR	Use	Ownership
149-041-016 (Subarea I)	.848	8,960	.24	Bela Donna Beauty Salon Victory Outreach China King Rest. Western Christ. Bookstore	Contra Costa Center Assoc. (ICI Development Co.)
149-041-017 (Subarea I)	.349	3,760	.24	Keys Pool Service Chen's Clinic Bridal Boutique	Contra Costa Center Assoc. (ICI Development Co.)
149-041-018 (Subarea I)	.767	15,324	.45	Dollar Tree	ICI Development Co.
149-041-022 (Subarea I)	1.57	29,400	.42	Friedman's Microwave PH Coin & Jewelry Jo-Ann/NY Fabric	ICI Development Co.
149-041-023 (Subarea I)	.55	5,340	.22	Former B of A (vacant)	ICI Development Co.
149-041-020 (Subarea II)	.71	0	0	Parking behind theater	Syufy / SyCal Properties
149-041-021 (Subarea II)	1.823	22,399	.28	Bally Total Fitness	Syufy / SyCal Properties
149-041-024 (Subarea II)	3.66	19,000	.12	Century 5 Theater & Star Arcade	Syufy / SyCal Properties
149-042-005 (Subarea III)	2.28	0	0	Vacant	John H. Meyer
149-042-008 (Subarea III)	.21	1,180	.12	Fair Oaks Market (abuts Meyer Property)	Redding Petroleum Co.
Total:	12.767	105,363	.19		

*See Figure SP-8 for identification of Specific Plan Subareas corresponding to parcels

3.3 Conceptual Land Use Plan

This Specific Plan refines the previously approved Pleasant Hill Commons Redevelopment Plan¹, by expanding the potential for future commercial floor area and adding an optional residential land use component. As reflected in Table SP-2 and diagrammed in Conceptual Land Use Plan Figure SP-11, the Specific Plan would provide for a total of up to 330,000 aggregate square feet of primarily retail floor space. The range of commercial uses should conform with the General Plan “Commercial and Retail” classification, with a mix of one and two-story retailers, restaurants, and services encouraged. The Guiding Policies for the Specific Plan (Section 3.5) specifically encourage a combination of a specialty movie theater use, together with sit-down restaurants in Subareas II/III. This commercial space would be reduced to a maximum of 270,000 square feet if a residential component of up to 60 units is accommodated in Subarea III. The aggregate building area is greater than the 134,300 square feet originally allocated to this site under the analysis prepared in the 2000 EIR.

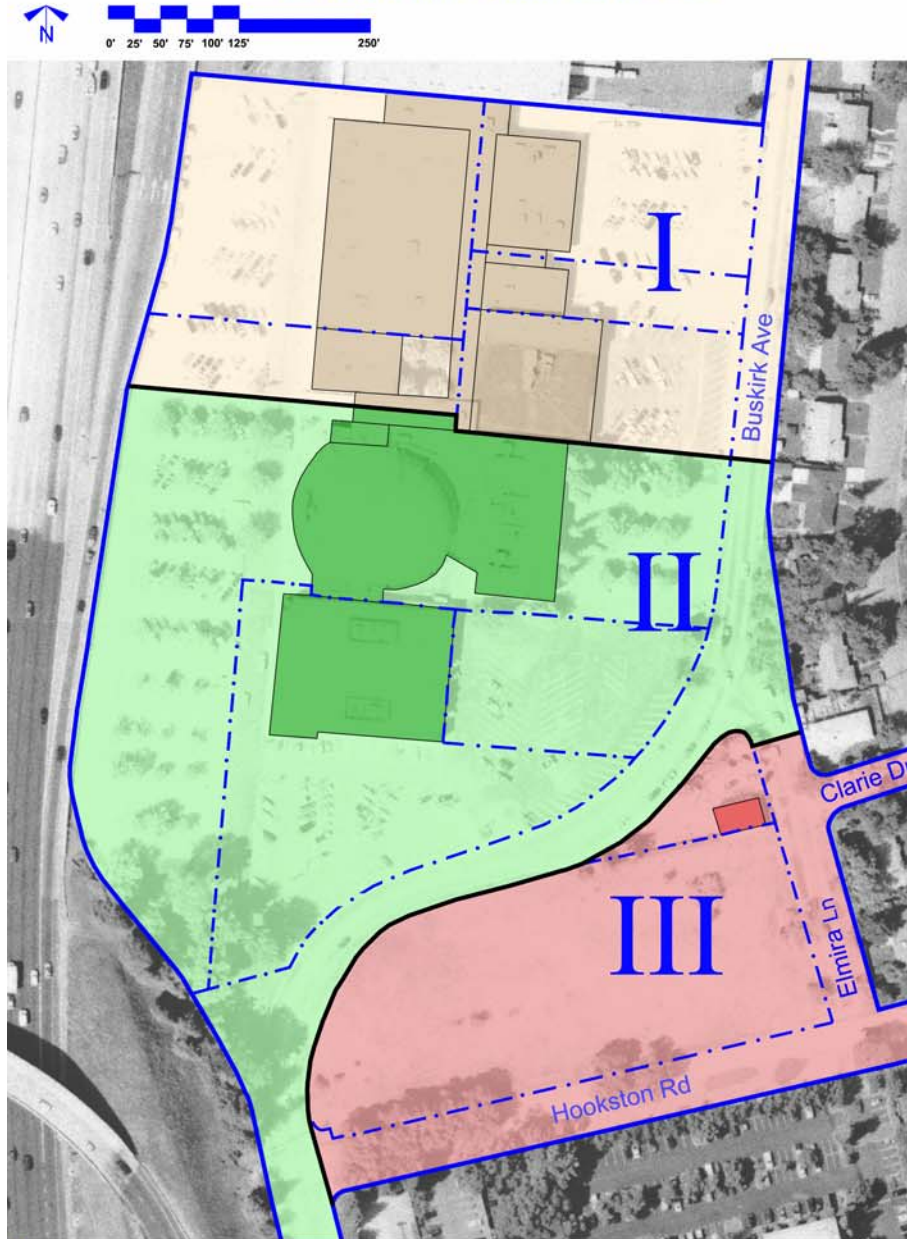
Figure SP-11 provides for a commercial building floor area ratio of up to 0.55. Redevelopment at this upper limit of the plan is encouraged, but dependent on accommodation of feasible two-story commercial uses, garages with up to three levels of customer and employee parking, and elimination of the “S” curve in Buskirk Avenue. As evaluated in the accompanying SEIR, and discussed in Section 4, this circulation system improvement would enhance traffic movements, while providing the potential for up to one additional net acre of usable development space².

The inclusion of two-story buildings, as part of future final development plan approvals, is also dependent on a specific market analysis demonstrating long-term feasibility. Large-scale commercial uses (such as complementary department stores and specialty retailers) are also encouraged as part of the future detailed development plans; however, as noted in the Guiding Policies, “big box” discount retail uses are considered inappropriate for this pedestrian-oriented shopping environment. Buildings with two floors of commercial uses are limited to the westerly side of the site, allowing a lower profile for buildings along the Buskirk Avenue frontage. Public plazas and pedestrian corridors shall be integrated to provide access to stores and visual connectivity to public streets.

A limited supply of continued surface parking is retained within plan Subarea I. Surface parking in Subarea II will be reduced to accommodate a substantial increase in commercial building area, and will be supported through construction of a principal parking structure planned along the freeway side of the project. This structure may be positioned further to the south in order to improve visual exposure of commercial buildings within the northerly portion of the project (a freeway flyover and earthen berm currently provide visual screening of the southerly portion of this site from north-bound I-680 traffic.

¹ As modified in 2000 through adoption of the Monument Boulevard Area Amendment.

² Additional developable land area is subject to City/Agency action to abandon public right-of-way, and requires additional traffic system improvements as outlined in Section 4.

Figure SP-10: Planning Subareas**CONTRA COSTA CENTER SPECIFIC PLAN****CONCEPTUAL PHASING SCENARIOS****LEGEND**

- - - - - Parcel Lines

EXISTING DEVELOPMENT AREAS

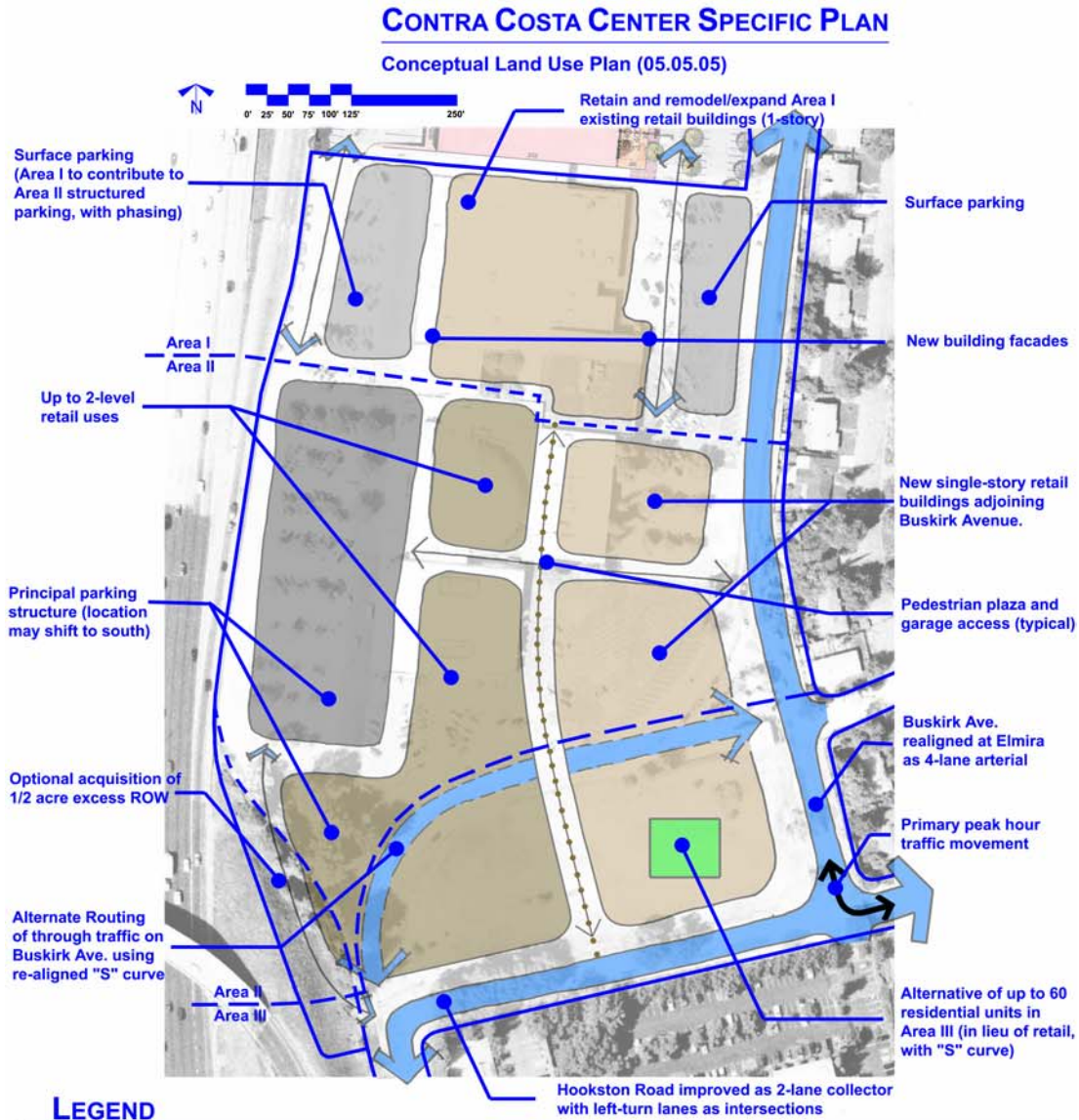
Area	Acreage	Building S.F.
I	4.084	62,784
II	6.193	41,399
III	2.490	1,180
TOTAL:	12.767	105,363

PHASING SCENARIOS

- A.) I, II, and III Each Separately Developed
- B.) I + II as Integrated Project, with III Developed Separately
- C.) II + III as Integrated Project, with I Remodded
- D.) All Three Areas Developed as an Integrated Project

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Figure SP-11: Conceptual Land Use Plan



3.4 Optional Land Uses

The Specific Plan provides flexibility to accommodate a phased and independent development of Subareas I, II and III. The level of Agency participation in site acquisition is likely to be reduced through coordination of separate final development plans in each of the subareas. However, as noted above, this option is also likely to result in a smaller overall scale of development, given the inherent inefficiencies of phasing. In addition, special consideration must be given to the scale and timing of parking structures and frontage improvements. Independent development of Subarea I, for example, may rely upon the current surplus of surface parking to satisfy the demands of an expanded building area of up to 80,000 square feet, but will need to contribute on a pro-rata basis to the cost of constructing a parking structure in Subarea II. The specific terms of such a contribution may be negotiated with the Agency at the time of final development plan approval, and may be exchanged with an equivalent value of street improvements.

Inclusion of an optional residential land use component within Subarea III will be considered by the Agency as a means of generating early tax increment to and to facilitate the successful implementation of desired roadway and infrastructure improvements. A residential use would be accompanied by modifications to the Buskirk Avenue “S” curve as shown in Figure SP-17, forming a new intersection at Clarie Drive. In addition, this arrangement may support abandonment of that segment of Hookston Road between Elmira Lane and the south leg of Buskirk Avenue, thereby enhancing usable site area and privacy.

3.5 Guiding Policies

Following is a summary of the principal policies which should be considered in future review of final development plans under the PUD zoning:

1. Subareas I, II and III should be allowed to develop either independently, or as one or two integrated projects, depending on the economic strength of the proposal.
2. Land Uses within Subarea I should be limited to single-story retail, and the existing buildings should be expanded to a total of between 75,000 and 80,000 SF, with new building facades facing both to the east and west. Finished building elevations and site improvements within Subarea I should be designed to be compatible with facilities on the adjoining Crossroads project site.
3. Subarea I development may be supported on an interim basis by reconstruction of surface parking and use of existing surplus parking on the adjoining properties, provided that this development helps to fund compensatory capacity in a future Subarea II parking structure.
4. Independent development within Subarea II should yield a total of between 115,000 and 190,000 SF of one-story or mixed one and two-story retail uses.

Surface parking should be minimized, and structured parking should have sufficient capacity to address any excess Subarea I demand (as determined with entitlement of Subarea I development).

5. Integrated development of Areas II and III should include a range of between 170,000 and 250,000 SF. All development must be supported by adequate structured parking. Two-story retail buildings should be limited to the westerly side of the site, as shown in the Conceptual Land Use Plan, with single-story buildings required along the street frontage on Buskirk Avenue. Development which incorporates two-story retail should be subject to a thorough analysis of the availability of retail uses suitable for occupancy of spaces within the project.
6. Independent development of Subarea III could consist of either: (a) between 55,000 and 60,000 SF of single-story retail uses; or (b) between 45 and 60 two-story townhouses. Development is encouraged to approach the maximum intensity level, in order to provide sufficient economic strength to fund needed infrastructure improvements, and potentially reduce dependency on two-story retail uses within Subarea II.
7. No “big box” home improvement or warehouse uses shall be included within the project area; however, large-scale anchor retail uses are acceptable.
8. Parking garages are encouraged as a means of facilitating more efficient use of surface area for retail uses. Structured parking of up to 3 levels may be considered along the westerly project boundary (adjoining I-680) and/or the south boundary (adjoining Hookston Road).
9. Pedestrian plazas, access and outdoor seating shall be incorporated throughout the retail areas.
10. The option of a residential use within Subarea III is subject to the following requirements: (a) The Buskirk Avenue “S” curve shall be realigned to connect with a new signalized intersection at Clarie Drive; (b) The Hookston Road improvements shall be removed (except for an integrated access to the adjoining professional office use near the southwest corner of the planning area); and (c) Development of Subarea III must provide for funding of a significant portion of the identified arterial roadway improvements, including signal lights at Clarie Drive/Buskirk Avenue and Hookston Road/Buskirk Avenue.
11. A specialty movie theater use, together with sit-down restaurants, is encouraged in Subareas II/III.
12. Future development projects are encouraged to preserve the existing mature trees located at the southerly edge of the planning area.
13. Future development projects are encouraged to incorporate provisions for prevailing wages and use of local contractors.
14. Future projects are encouraged to incorporate provisions for use of energy conservation systems as part of the design and operation of buildings and uses on the site.
15. Future projects shall maintain the Reciprocal Easement Agreement (REA).

3.6 Development Potential

Based on application of the foregoing policies and the Conceptual Land Use Plan, future redevelopment within the planning area would have the potential to achieve the square footages outlined in Table SP-2 below. As noted in Section 3.4, inclusion of a residential use in Subarea III would be in lieu of commercial uses. The number of units could be between 45 and 60, and would require a demonstrated benefit to the overall redevelopment project goals of completing needed public improvements and enhancing the opportunities for accelerated development of commercial uses within the remainder of the project area.

An overall analysis of the economic feasibility of future development was prepared based on the Conceptual Land Use Plan and Guiding Policies presented in this section. This analysis has been expanded from previous work prepared by the Agency's economic consultant, EPS, as part of the Redevelopment Advisory Committee's conceptual plan development and testing process.

Table SP-2: Specific Plan Development Potential

Subarea / Assessor's Parcels	Site Area (acres)	Building Area (sq. ft.)	FAR	Permitted Uses	Ownerships
Subarea I 149-041-016 149-041-017 149-041-018 149-041-022 149-041-023	4.084	80,000	0.45	Retail	Contra Costa Center Assoc. (ICI Dev. Co.)
Subarea II 149-041-020 149-041-021 149-041-024	6.193	190,000	0.70	Retail	Syufy / SyCal Properties
Subarea III 149-042-005 149-042-008	2.490	60,000	0.55	Retail or up to 60 Residential Units	John H. Meyer + Redding Petroleum Co.
Total:	12.767	330,000	0.54		

**Figure SP-12: View Looking North Along Buskirk Avenue
Approaching Specific Plan Area**



Presented in Appendix A, the analysis indicates that full development of the three subareas shown in Table SP-2 could avoid any significant financial subsidy to the project by the Agency. This is a major consideration in encouraging a project which approaches the maximum square footages presented in Table SP-2. However, a funding gap³ of up to roughly \$5.6 million could arise if two story retail uses are not developed. As further discussed in Section 7, the market potential for two story retail uses remains challenging in the near term. Consequently, a set of options and incentives may be considered by the Agency in order to assist future development within the planning area achieve feasibility.

One of these options involves consideration of a residential use of between 45 and 60 two-story townhouse units within Subarea III. As further reviewed in Specific Plan Appendix A, such a use could generate substantial tax increment and help the Agency to fund key site improvements as defined in Section 5. Located north of existing Hookston Road as visible in Figure SP-14, Subarea III includes 2.49 acres which could be expanded by roughly one additional acre if the current Buskirk Avenue “S” curve were realigned to form a full intersection with Clarie Drive and the portion of Hookston Road between Elmira Lane and Buskirk Avenue were

³ A “funding gap” is a defined shortfall in project generated revenues needed to cover the costs of land acquisition, redevelopment, and associated site improvements.

Figure SP-13: View Looking West Along Hookston Road



Figure SP-14: View Looking North from Hookston Road



Figure SP-15: View Looking East Along Hookston Road

abandoned (as shown in Figure SP-18). This arrangement would reduce noise, and enhance privacy and security for a residential use. In addition, it could enhance the opportunity to preserve the existing mature oak trees which currently line a portion of Hookston Road. Visible in Figure SP-13 are the more substantial trees located near the Buskirk Avenue (westerly) end of Hookston Road. Figure SP-15 provides a view of the undeveloped right-of-way along the south side of Hookston Road, potentially usable for development if the roadway were replaced with an upgraded and realigned Buskirk Avenue “S” curve segment. SEIR Chapter 3F provides a more complete analysis of potential impacts to trees, and presents the findings of a tree survey report. Guiding Policy 12 encourages preservation of these trees.

SECTION 4: CIRCULATION

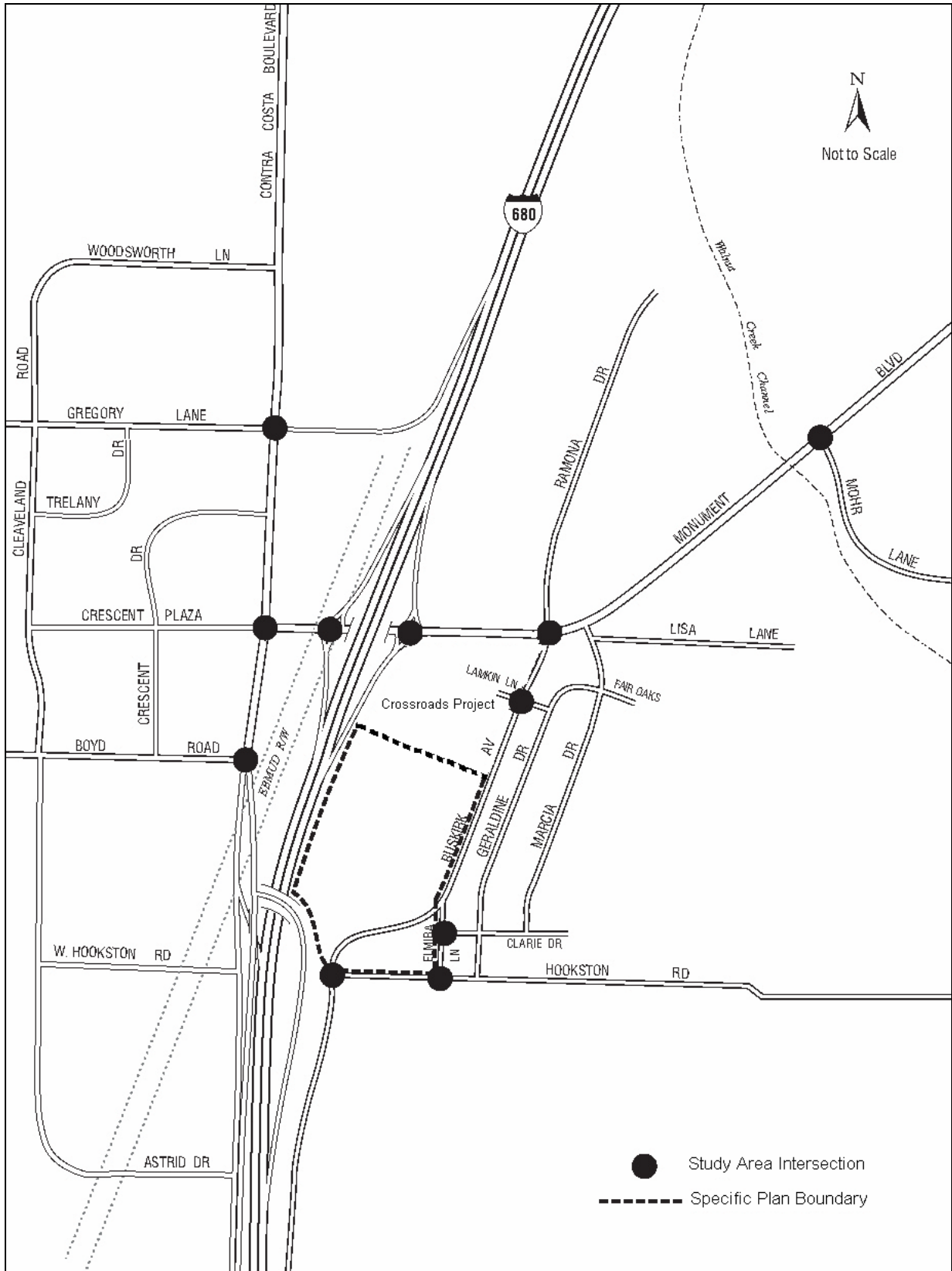
4.1 Existing Roadway System

Regional access to the planning area is provided by Interstate 680 and State Route 242. Interstate 680 is a six-to-ten lane, north-south freeway located immediately to the west of the planning area. Access to I-680 is provided along Contra Costa Boulevard at Boyd Road, Monument Boulevard, and Gregory Lane.

Local access is provided by Contra Costa Boulevard, Monument Boulevard, Boyd Road, Gregory Lane, Buskirk Avenue and Hookston Road. Each of these roadways and the local intersections which occur within the vicinity of the planning area has been evaluated as part of a detailed traffic study included in the Specific Plan Supplemental EIR. The key existing intersections affected by traffic from future redevelopment within the planning area are shown in Figure SP-8 below. These include the following:

- Contra Costa Boulevard / Gregory Lane
- Contra Costa Boulevard / Monument Blvd.
- Contra Costa Boulevard / Boyd Road
- I-680 / Monument Boulevard Ramps
- Buskirk Ave. / Ramona Dr. / Monument Blvd.
- Monument Boulevard / Mohr Lane
- Buskirk Avenue / Hookston Road
- Elmira Lane / Hookston Road
- Buskirk Avenue / Lamkin Lane
- Clarie Drive / Elmira Lane

A number of years ago, Caltrans completed the construction of a single point urban interchange at the I-680 freeway ramps at Monument Boulevard. Monument Boulevard consists of six-lanes in the project vicinity, and provides access to the planning area at local intersections with Contra Costa Boulevard and Buskirk Avenue. Contra Costa Boulevard, also a six-lane arterial in the vicinity of the project, carries local traffic from Gregory Lane south to Boyd Road. South of Boyd Road, Contra Costa Boulevard provides three southbound lanes, one of which becomes the I-680 southbound on-ramp. Two flyover lanes from the I-680 northbound off-ramp merge with two northbound lanes of Contra Costa Boulevard to form three lanes approaching Monument Boulevard.

Figure SP-16: Study Area Intersections

Boyd Road is a two-lane collector that extends west from its intersection with Contra Costa Boulevard. Gregory Lane is a four-lane arterial which provides an east-west link extending from Contra Costa Boulevard (and an I-680 southbound off-ramp) to Taylor Boulevard and Reliez Valley Road.

East of the planning area, Mohr Lane is a north-south local street that runs between Monument Boulevard to the north and David Avenue to the south. It consists of one lane in each direction. Mohr Lane is located in the City of Concord and runs somewhat parallel to Buskirk Avenue, but east of the Walnut Creek Channel.

Adjacent to the planning area, Hookston Road serves as an east-west collector. Hookston Road is a two-lane roadway that provides access for residents to Buskirk Avenue. Hookston Road is also a significant link for commute traffic from Concord to Walnut Creek and vice-versa. Buskirk Avenue is a north-south arterial street that runs between Monument Boulevard to the north and Coggins Road to the south. Buskirk Avenue provides direct access to the project site through several driveways serving the shopping center to the west. Elmira Lane is a north-south local street that consists of one travel lane in each direction. Elmira Lane begins at Buskirk Avenue and ends at Hookston Road. Elmira Lane links Buskirk Avenue to Hookston Road to Bancroft Avenue and vice-versa. Lamkin Lane is an east-west local street that consists of one travel lane in each direction. Lamkin Lane begins at Buskirk Avenue (opposite the Crossroads Project) and ends at Geraldine Drive, providing access to the Fair Oaks Neighborhood. Clarie Drive is an east-west local street that consists of one travel lane in each direction. Clarie Drive begins at Elmira Lane and dead-ends at a cul-de-sac. Clarie Drive also provides access to the Fair Oaks Neighborhood.

As reviewed in Chapter 3B of Volume II, intersection capacity analyses were performed for AM and PM peak hours under existing conditions. The results of the intersection analyses show that all of the intersections, except one, operate at acceptable levels of service under existing weekday peak hour conditions. The exception is the intersection of Elmira Lane and Hookston Road, which currently operates at level of service (LOS) F during the AM peak hour and at LOS E during the PM peak hour.

The I-680 ramps at Monument Boulevard were also analyzed to evaluate existing operating conditions and to identify existing levels of congestion. The results of the analyses show that the northbound ramp junctions operate at acceptable levels of service under the existing weekday AM and PM peak hour conditions. The southbound on-ramp operates at level of service D under existing weekday PM peak hour conditions but operates at LOS F during the AM peak hour condition. The southbound off-ramp currently operates at LOS F during the AM and PM peak hours.

These existing intersections were subsequently evaluated in the SEIR to determine their ability to handle project-generated traffic in the near term, as well as under year 2025 buildout conditions.

4.2 Planned Traffic Improvements

Potential peak hour AM and PM traffic volumes were estimated as part of the Supplemental EIR analysis, based on both a maximum 330,000 square foot commercial project, and a 270,000 square foot commercial development plus 60 townhouse units in Subarea III. Consistent with the Conceptual Land Use Plan (Figure SP-11), two alternative circulation improvement plans were developed. Figure SP-17 provides for elimination of the Buskirk Avenue “S” curve, along with concurrent widening of Buskirk Avenue (along the alignment of existing Elmira Lane) as a divided 4-lane arterial. This first circulation option also provides for signalization of the Hookston Road / Elmira Lane intersection, and for enhancement of Hookston Road west to Buskirk Avenue to accommodate two east-bound lanes and one west-bound lane. The improvements shown in Figure SP-17 are appropriate to facilitate integrated redevelopment of Subareas II and III.

The alternative of realigning the Buskirk Avenue “S” curve, in order to intersect at right angles with Elmira Lane and Clarie Drive is shown in Figure SP-18. This second option involves the phase coordinated signalization of both Elmira Lane / Hookston Road and Buskirk Avenue / Elmira Lane / Clarie Drive. The westerly segment of Hookston Road is abandoned in this scenario, in order to enhance development space within Subarea III and potentially save mature trees. The improvements shown in Figure SP-18 would be appropriate to support development in Subarea III of a residential use, or possibly a specialty commercial use which is relatively independent and separate from the commercial uses in Subarea II.

Based on threshold standards established in the Pleasant Hill General Plan, impacts from project traffic were evaluated under both near-term and long-term (2025) conditions, and were found to have a less-than significant effect on levels of service, provided that specific improvements were provided or funded. The Specific Plan project would be required to construct one of the foregoing planned local roadway improvements, and would also contribute to future improvements at six other intersections within the study area. As outlined in Chapter 3A of the SEIR, these roadway system improvements would accommodate full buildout of the Specific Plan, while maintaining (or even enhancing) current levels of service.

4.3 Internal Site Circulation and Parking

The Conceptual Land Use Plan provides flexibility to consider any of the following scenarios: (a) an integrated redevelopment of Subareas I, II and III; (b) integrated redevelopment of Subareas II and III coupled with remodeling and expansion of Subarea I; or (c) separate redevelopment of each of the three Subareas. Surface parking may be retained on the west and east sides of Subarea I; however, the number of spaces will ultimately be reduced in order to accommodate planned widening of Buskirk Avenue and a new signalized parking lot entrance. These Buskirk Avenue frontage improvements are not required in order to accommodate

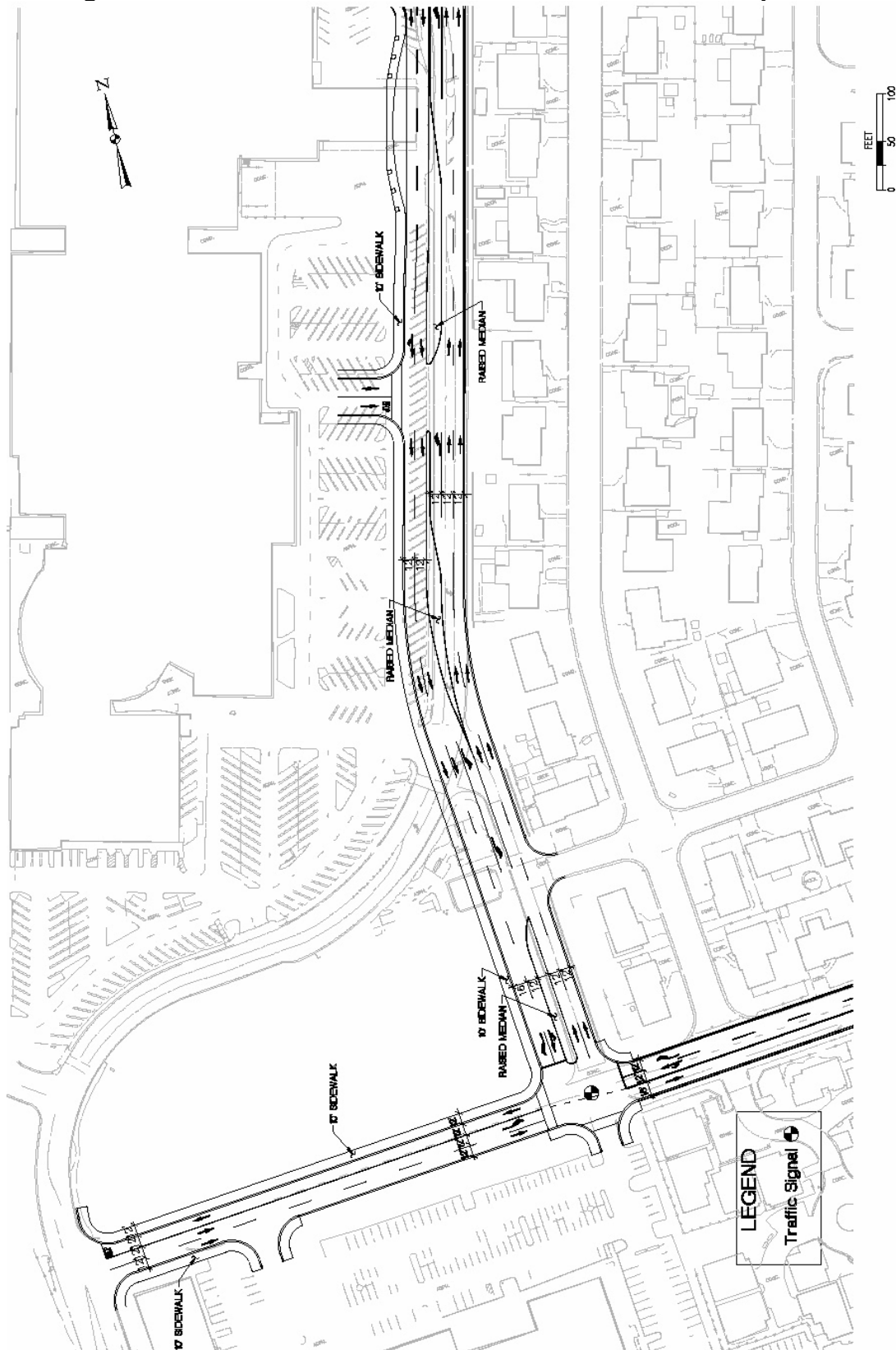
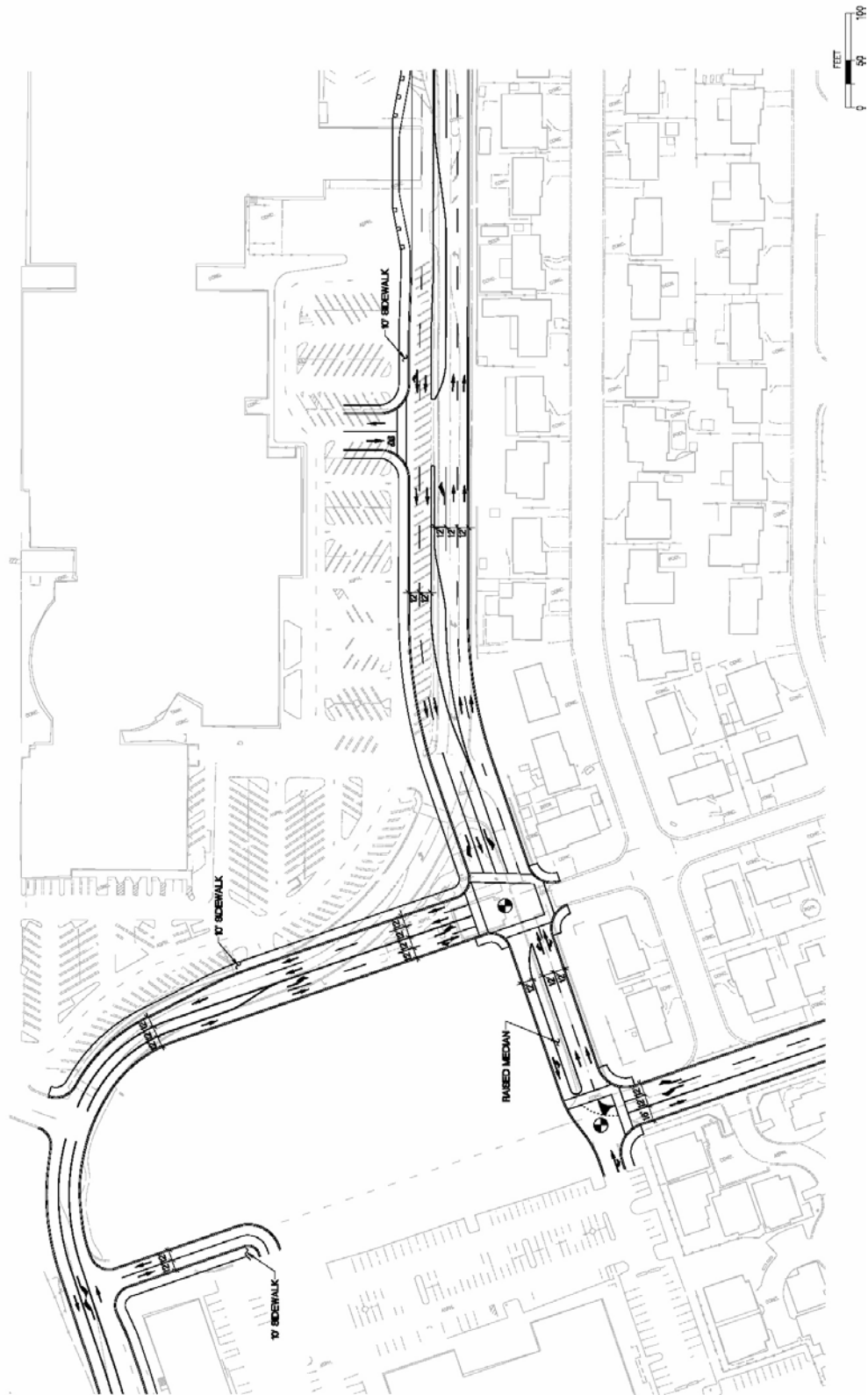
Figure SP-17: "S" Curve Removed & Hookston Road Improved

Figure SP-18: Hookston Road Removed & “S” Curve Modified

the small added traffic associated with Subarea I expansion (and maintain acceptable levels of service as discussed in the SEIR), any may therefore be deferred beyond the initial remodeling and expansion of Subarea I buildings, as determined by the Agency. Approximately 35 existing parking spaces may continue to be utilized in Subarea I until these frontage improvements are completed. Development within Subarea I would, however, require dedication of additional right-of-way needed to complete the improvements in the future. Access to the Subarea I parking areas will also be provided south from the Crossroads Project site (pursuant to a recorded Reciprocal Easement Agreement).

The current supply of surface parking in Subarea II will be substantially reduced in order to accommodate a planned intensification of commercial development. A major parking structure is planned along the west side of Subarea II, with access to take place via an extension of the westerly driveway through Subarea I, or north from Buskirk Avenue. In the event that rooftop parking is accommodated, it would gain access through the parking garage, via the westerly side of the site. A second potential parking structure is provided for in Subarea III, along the southerly site boundary. This facility would only be needed if Subarea III is separately developed with commercial uses. Access to the southerly garage could be from Hookston Road or Buskirk Avenue.

Parking facilities may be phased to accommodate separate expansion of uses in Subarea I, followed by redevelopment of Subareas II and III. Supplemental demand created by expansion of existing uses in Subarea I would be accommodated through use of an existing surplus capacity in Subarea II, as provided for in the existing Reciprocal Easement Agreement (REA) between the property owners and documented in the Supplemental EIR (see Chapter 3A of the SEIR for analysis of this issue). Existing surface spaces could be utilized on an interim basis until Subarea II redevelops. The Subarea I developer would be obligated to pay a prorata share of the projected costs for a parking structure later constructed within Subarea II (based on that portion of the total required parking not provided onsite).

Parking facilities needed to support redevelopment in Subareas II and III may be separately phased or constructed on an integrated basis. The combined maximum total of 250,000 square feet of retail space would require approximately 800 garage parking spaces, which may be accommodated within a principal structure located along the west side of the site, along with a secondary structure at the south end of the site. A modified Buskirk Avenue “S” curve improvement (shown in Figure SP-18) would be appropriate in connection with either a residential use or an independent commercial use within Subarea III. Elimination of the “S” curve is encouraged if conventional retail uses are planned within Subarea III, in order to avoid large volumes of traffic otherwise crossing Buskirk Avenue between Subareas II and III.

4.4 Public Transportation, Bicycle and Pedestrian Access

County Connection provides bus service to the planning area via weekday Bus Routes #114 and #116, and Sunday bus route #314. The traffic analysis presented in Chapter 3A of the Supplemental EIR shows that increased demand for transit services due to implementation of the Specific Plan would not adversely affect the capacity or ability of transit service providers to continue to provide transit to the site. The proposed project would improve pedestrian circulation through a new pedestrian connection to Monument Boulevard at the northwest corner of the site. Sidewalks would also be provided along Buskirk Avenue along with striped pedestrian crosswalks and demand actuated pedestrian signal heads at each of the signalized intersections.

SECTION 5: INFRASTRUCTURE AND PUBLIC SERVICES

5.1 Utility Systems

Sanitary Sewer

The 12.8-acre site is situated within the boundaries of the Central Contra Costa Sanitary District (CCCSD) which maintains facilities running through the Specific Plan site. A sewer main comprised of 8" and 10" diameter pipes enters the Project site along Buskirk, near Hookston, traversing the existing parking area along the west side of the site and connecting with a 12" line on Monument to the north. Portions of the sewer main traversing the adjoining Crossroads Project site have been rerouted through that site to avoid recently constructed buildings. Similarly, portions of the sewer within the Specific Plan site may need to be relocated to avoid proposed building pads and placed within an easement as required by CCCSD. A short, 6" diameter sewer main runs east along Claire Drive, between Elmira Drive and Geraldine Drive. A terminal manhole at Elmira will need to be installed and/or modified to accommodate traffic improvements at the Buskirk/Elmira intersection as proposed by the Specific Plan Project. Additional details of sewer service facilities are addressed in Chapter 3L of the SEIR.

Water Supply

The domestic water provider is the Contra Costa Water District (CCWD). CCWD provides domestic and raw water to municipal, industrial, agricultural, commercial, and residential users. Their treated water service facilities include 778 miles of pipelines, 40 reservoirs, and 31 pump stations. The Project site currently receives treated water and is served for both potable and fire suppression uses. The District has stated that they can provide sufficient water for the additional square feet of retail/commercial space proposed. CCWD has a 24" main line running within an easement through the existing parking lot areas along the west side of the Specific Plan Project site, parallel with Interstate 680. Redevelopment of the adjoining Crossroads site has truncated the northern end of this line and rerouted it to connect laterally via 8" diameter pipes to a new 24" diameter pipe located within the recently widened portion of Buskirk. This new 24" pipe presently terminates within Buskirk, at the boundary line between the Crossroads and Specific Plan sites, where a 12" lateral connection routes the line west from Buskirk and into the Specific Plan site. This lateral feeds a 12" line which loops south and around the current shopping center parking lot of the Specific Plan site before reconnecting with the existing 24" main line located along the west side of the site. There is also a 12" main line on Hookston which ties into the existing 24" main running along the west side of the Specific Plan Project site. At present, there are no CCWD lines on Elmira or the adjacent Buskirk "S" curve alignment. The analysis in Chapter 3L of the SEIR confirms that CCWD will have adequate capacity to service future development

based on this Specific Plan, subject to further extension of the 24" main line south along Buskirk to Hookston. The existing 8", 12" and 24" lines within the site will need to be abandoned and/or relocated as required to avoid building footprints proposed by the Specific Plan Project.

Storm Drainage

The City of Pleasant Hill and the Contra Costa County Flood Control District and Water Conservation District (CCCFC&WCD) own and maintain stormwater pipelines in the vicinity of the Project site. CCCFC&WCD has indicated that its nearest drainage facility is Drainage Area 44B, Line A, which handles runoff from areas south and east of the Specific Plan limits. Most of the planning area is impervious and will not create additional runoff. Development of the 2.3-acre Meyer Property in Subarea III will increase runoff. A reduction of runoff will occur based on the 10% landscape standard called for in this Specific Plan.

The runoff from the site generally drains to the east and west site boundary lines from a north/south centerline through the site. These flows are picked up by drainage lines running northerly along the boundary lines, tying into a 36" trunk line running west to east along Monument Boulevard. Recently installed drainage laterals within the Crossroads Project site divert runoff formerly tributary to the western boundary drain line to the eastside line. The westside line remains intact and in service. Runoff from Buskirk and Elmira is collected and carried entirely by gutters, flowing north along Buskirk to new curb inlets located at the present end of improvements along Buskirk, at the boundary between the Crossroads and Specific Plan Project sites. Flows from the Crossroads and Specific Plan sites and from Buskirk combine at a manhole at the Monument/Buskirk intersection before continuing east along Monument to an outfall into Walnut Creek. Preliminary capacity analysis conducted as part of the Crossroads Project EIR determined that while the west side drain line could handle runoff generated by a 25-year storm event, the east side drain line, which also collects runoff from Buskirk, could not. Further analysis has determined that the downstream trunk line from the Buskirk/Monument intersection to the outfall into Walnut Creek is sufficiently sized to handle 25-year storm event flows resulting from the full expansion of Buskirk and redevelopment of the Crossroads and Specific Plan Project sites. The eastside line, comprised of 24", 27" and 30" pipes, was recently partially relocated and replaced by a larger line consisting of 36" and 42" pipe in conjunction with development of the Crossroads Project site and subsequent widening of the adjacent portion of Buskirk. These improvements currently terminate at the east/west boundary line between the Crossroads and Specific Plan Project sites, with Buskirk narrowing to its original two-lane configuration and the 24" eastside drainage line remaining south of the boundary. Drainage analysis shows that the new 36" storm drain will need to be extended south from its present terminus to handle runoff from the Specific Plan site and the planned widening of the adjacent portions of Buskirk. Runoff from the Meyer Property generally flows to a graded swale located along the north side of Hookston and west to the Buskirk/ Hookston intersection, where it is then routed

offsite across Buskirk and the I-680 right-of-way via a series of ditches and pipe culverts. Development of the Meyer Property as part of the Specific Plan anticipates that runoff from the property will be redirected east to the new 36" storm drain extension located along Buskirk. Drainage calculations for this line conservatively assume that the entire Specific Plan site and Buskirk watershed areas will drain to the line and indicate that it will be capable of carrying the 25-year storm event runoff.

The City's current National Pollution Discharge Elimination System (NPDES) Permit requires the use of the current edition of the Regional Water Quality Control Board (RWQCB) Best Management Practices (BMP's) for New Construction. Project developers will be required to provide appropriate construction and post-construction BMP's as described in the NPDES Manual. The City must enforce new design regulations, effective February 15, 2005.

The City's Public Works Department will require the developer to prepare and implement a post-construction Stormwater Pollution Prevention Plan (SWPPP) subject to the review and approval of the Public Works Department. The plan will identify site management (including tenant and contractor education as well as lease conditions), landscape, and facility maintenance activities that assure that non-stormwater discharges shall be minimized thus realizing the full benefit of reduced stormwater runoff.

Gas, Electricity, Telephone and Cable

Electricity and gas is provided by Pacific Gas and Electric (PG&E), which can provide sufficient service to the site from existing distribution lines located within the Buskirk Avenue, Elmira Avenue and Hookston Road rights-of-way. Existing gas service to the site is from a 4" steel pipe gas main located in the Buskirk and Elmira rights-of-way and a 2" plastic pipe main along Hookston. Two 2" steel service laterals enter the Project site at the northern boundary with the Crossroads Project and near the Buskirk/Elmira intersection, respectively. According to PG&E, the gas mains will provide sufficient service for the maximum development scenario. The two 2" service laterals may be impacted by building footprints and/or realignment of Buskirk, near Elmira, as proposed by the Specific Plan Project, requiring relocation.

Electric service is currently provided to the site via underground conduit risers tied in at the overhead joint utility poles. Some poles are solely owned by PG&E and some are joint use. The joint utility poles are shared with SBC and Comcast.

Widening of Buskirk, Elmira and Hookston, as part of the traffic improvement alternatives discussed in the Specific Plan Project, may impact utility pole placement and require relocation and/or removal of the overhead facilities in accordance with General Plan Program CD24.1. SBC currently has underground conduit and overhead facilities on the joint PG&E utility poles serving the site. They have four, 4" conduit ducts in a trench along the east side of the Buskirk right-of-way that has

capacity to serve the planning area. Underground service vaults are located along Buskirk, midway between Hookston and Elmira, and at the intersection of Buskirk with Elmira.

The capacity available via the conduits is sufficient to provide existing and proposed service. As reported in the Crossroads FEIR Utility Report, SBC has stated that the overhead lines in this area are no longer needed and should be removed. SBC supports removal of the overhead facilities and suggests that the removal should take place prior to demolition.

Alternatives for widening and realignment of Buskirk Avenue include removal of the present “S” curve between Elmira and Hookston (with Buskirk realigned at Elmira as a four-lane arterial), and retention of a portion of the S-curve with reconfiguration of Buskirk to create a T-intersection at Elmira. Abandonment of the “S” curve segment and potential placement of building pads within the former right-of-way and/or realignment and widening of Buskirk will require relocation of the SBC conduits at these locations. Additionally, development of the Meyer Property at the southern edge of the planning area may impact joint utility pole placement and require removal and/or relocation of SBC’s overhead facilities along the north side of Hookston.

Comcast currently has no facilities on Buskirk or Elmira which can provide service to the Specific Plan Project site. Service to existing tenants at the site is provided via a temporary overhead connection originating from Geraldine Drive via the joint utility poles on Buskirk. An underground riser connection was installed from the joint utility pole line into the Kohl’s department store portion of the Crossroads Project site which Comcast believes could be used as a future connection point for the Specific Plan site. Comcast also has underground facilities along the southerly side of Monument Boulevard with a service vault on Buskirk, near the intersection with Monument. The Specific Plan alternative to develop residential units within the Meyer Property portion of the Project site would utilize existing service from joint utility poles on Hookston or via a new underground conduit constructed at the Project site

5.2 Public Services

The specific plan project site is situated within the Pleasant Hill municipal boundaries and within the Pleasant Hill Commons Redevelopment Area. Development of the property, as contemplated in the Conceptual Land Use Plan would result in the addition of between 165,000 and 225,000 square feet of retail and service uses, and up to 60 residential units. Municipal service costs would be offset through the generation of supplemental sales tax revenues. However, as discussed in Section 7 and further addressed in Specific Plan Appendix A, an Agency contribution may be required in order to ensure the feasibility of commercial project of less than the maximum allowable square footage.

The possible inclusion of up to 60 townhouse units within the Subarea III will generate a modest number of school age children. The project site is located within the Mt. Diablo Unified School District, a K-12 public school district which serves the educational needs of over 37,000 students, and an additional 30,000 adult students. The district covers over 150 square miles, including the cities of Concord, Pleasant Hill, Clayton, portions of Walnut Creek, Martinez, and unincorporated areas of Lafayette, Pacheco, Pittsburg, and Bay Point. The Specific Plan is within the service area of the Fair Oaks Elementary School, Pleasant Hill Middle School and Ygnacio Valley High School. If developed at the maximum of 60 townhouse units, the project could generate up to 10 students, of which 5 would attend Fair Oaks Elementary School (K-6). An additional 2-3 students would be expected to attend Pleasant Hill Middle School, and a similar number are expected to attend Ygnacio Valley High School. The impact of this additional public school enrollment has been evaluated in the Supplemental EIR, and found to have a less than significant effect, subject to payment of impact fees to the District.

SECTION 6: DEVELOPMENT STANDARDS

6.1 Development Phasing

Development within the project area may be phased in any sequence or scale consistent with the Conceptual Land Use Plan and Guiding Policies contained in this Specific Plan, subject to the following requirements:

- Provision shall be made for continuous vehicular and pedestrian access throughout the entire site; any subdivision of the site shall provide for reciprocal parking and vehicular access easements, which may be enforced at the discretion of the City / Agency.
- No portion of the planning area may be developed without concurrent and proportional frontage improvements in accordance with Section 4 hereof.
- Development of Subarea III with a residential use shall require concurrent improvement of adjoining improvements to Buskirk Avenue, Elmira Lane and portions of Hookston Road, as described in Section 4.
- Internal circulation improvements and parking facilities shall be provided with each project phase in accordance with standards as outlined in Sections 3 and 4 of this document.
- All abutting landscape and utility improvements shall be included in each project phase, as determined through the Planned Unit Development permit. A Planned Development permit shall be processed with each project phase, and a finding of consistency with the Specific Plan shall be adopted for each such application.
- Approval of each phase shall incorporate environmental mitigation measures related to site improvements and uses as called for in SEIR Volume II.

6.2 Building Envelopes and Site Improvements

The Major and Secondary Retail building envelopes are conceptually identified in Conceptual Land Use Plan Figure SP-11; the scale of these envelopes is further detailed in Table SP-2. The specific footprint, shape and orientation of all buildings and improvements within and adjoining the building envelopes and the planning area site shall be consistent with the Guiding Policies contained in Section 3.5. Specific site improvements shall be determined for each phase of redevelopment at the time of final plan approval, and shall address the circulation and utility improvement needs identified in Sections 4 and 5 of this Specific Plan.

All development within the Specific Plan area is subject to detailed review and approval of a Planned Development Permit, which shall incorporate concurrent site

and architectural plan review and approval. Each such application shall clearly detail the proposed building, as well as parking, landscape, utility system and roadway improvements to be completed prior to building occupancy. All such improvements shall adhere to the Parking Standards identified in Section 3 and Design Guideline requirements contained in Section 6.

6.3 Design Guidelines

The recently approved Crossroads Project and the Pleasant Hill Commons development west of Interstate 680 provide a framework to guide the architectural and landscape design components of future phased improvements within the specific plan development area. Following is a summary of key policies which shall be implemented through the Planned Unit Development process for all future Specific Plan development.

a) Retail Building Envelopes

1. All buildings shall conform generally to the locations as shown in the Conceptual Land Use Plan.
2. Orient building fronts and entries towards streets, parking lots and public spaces.
3. Corners should be focal points, with features such as special architecture, vertical elements, building entries or public plazas with focal elements and landscaping.
4. Provide public plaza and widened sidewalk areas between commercial building envelopes to accommodate a variety of outdoor functions, including seating, display, and food sales. These plazas should be visible from public circulation areas and inviting to passersby.
5. Setbacks for building envelopes adjoining Buskirk Avenue, Elmira Lane and Hookston Road shall be a minimum of 20 feet, subject to final review and approval by Planned Unit Development permit. No setback shall be required from the I-680 right-of-way.
6. Surface parking areas in Subarea I shall be screened with landscaping.
7. Provide convenient bicycle parking areas with bicycle racks near building entries.

b) Trash Enclosures, Loading Areas and Mechanical Equipment

1. Locate trash, loading and service areas, and mechanical equipment to minimize their visibility from public areas.

2. Service, loading and trash areas should be placed to the rear or side of buildings, and not between buildings and adjacent public streets.
3. Design, materials and colors of trash enclosures should match the main building.
4. Trash enclosures should have a roof which matches the architectural character of the main building.
5. Service and loading areas should be screened with landscaping, or with walls or fences that are compatible with the architecture of the building.
6. Ground level mechanical equipment should be screened with landscaping or with walls or fences compatible with and integrated into the architecture of the building.
7. Roof mounted equipment shall be screened from all points normally visible to the public, or from adjacent uses. Roof mounted equipment shall be screened by the building roof or parapet. The use of secondary screens or false walls for screening is discouraged.

c) Building Design

1. Emphasize individual structures, but design all major and secondary commercial buildings to relate to each other. Building designs shall complement the forms and materials used in the adjoining Crossroads Project.
2. Large structures should be visually broken up into smaller components through changes in massing, form and texture.
3. Major Retail buildings should be highlighted by strong architectural features.
4. All buildings should be designed with detailed and visually interesting facades.
5. Building entries should be clearly visible and inviting.
6. All visible building sides should be designed with an integral and interesting appearance. A continuity of design, materials, color, form and architectural detail should be carried throughout the project site.
7. Each commercial building should have a visible base, a clear pattern of openings and surface features, a well defined entry, and an interesting roof line.
8. Design building facades for visual interest and pedestrian scale using a creative mixture of elements such as arcades, columns, awnings, signage,

displays, overhangs and fenestration. Articulated elements should appear integral to the building, rather than “pasted on.”

9. Use architectural elements to clearly define entries. Towers, changes in roof form, building recesses or projections, awnings, arches, porticos or other design features can highlight entries.
10. Entry areas provide the opportunity for pedestrian plazas with outdoor amenities, such as planting and seating.
11. Use landscaping to frame entries.
12. Continuous surface treatments of a single material should be minimized. Monolithic blank walls are not acceptable on any visible façade. Where the building surface lacks articulation, vine-covered trellises or other landscape features may be used to provide visual interest.
13. External downspouts shall be designed to blend with the architecture of the building, to minimize visibility.
14. High quality materials should be used for all building and site development elements. Materials should convey a sense of permanence.
15. Preferred materials include brick, stucco, wood siding, and stone.
16. The use of stone as a decorative or focal element is encouraged at entries and plazas.
17. Enhanced paving should be used to highlight entries and pedestrian areas. In pedestrian walkways and plazas, the use of stone paving, toned concrete, unit pavers or bricks is encouraged. Use toned concrete or similar paving material to define vehicular entries.
18. Provide a variety of seating in pedestrian areas. Provide seating and shaded tables in plazas. Encourage active use by cafes and restaurants.

d) Streetscape Improvements

8. Landscaping shall consist of a combination of trees, shrubs, and groundcover and/or turf, designed for consistency with that used on the Crossroads Project. Portions of required landscaped areas may be devoted to pedestrian walkways and special elements such as landscape, water features, or art forms. The use of mulch or stone as the sole ground cover material is not acceptable.

2. Landscaping should provide for a lush appearance, and plant materials should be in proper scale with the environment. For example, large scale buildings and parking areas require large scale trees at maturity.
3. Trees should be provided at the ratio of at least one tree provided for every 600 square feet landscaped area, not including the required parking lot trees.
4. Trees shall be minimum 15 gallon size, with at least 40% in 24 inch box size or larger. Shrubs should be of 5 gallon size. Smaller container sizes may be used for perennials and groundcovers. Groundcovers should be spaced to allow for complete infill within 6 months.
5. Frontage landscaping should relate to the adjacent streetscape.
6. Landscape materials should not interfere with safe sight distances for vehicular, bicycle or pedestrian traffic.
7. The use of water conserving plantings, such as California natives and drought tolerant trees, shrubs and ground cover is encouraged.
8. Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths, and should reduce the amount of energy needed for cooling.

e) Street Furniture and Lighting

1. Benches, bollards, trash receptacles and other furnishings should be provided at appropriate locations in the streetscape network. All furnishings should be resistant to weather and vandalism.
2. A standardized thematic palette of lights shall be approved for consistent use in the Specific Plan area, and shall be compatible with that used on the Crossroads Project. This palette shall include a hierarchy of lights ranging from tall poles with double fixtures, to shorter poles with single light fixtures. Where appropriate, banner attachments should be included as an option.
3. Illumination levels for the arterials and collector streets should reflect the different right-of-way widths and functions. Electroliers should be scaled in size to match the size of areas to be lit and should relate to human scale, especially in pedestrian areas. Street lights should provide a safe and desirable level of illumination for both motorists and pedestrians.

SECTION 7: IMPLEMENTATION STRATEGIES

7.1 Future Project Entitlements

Adoption of this Specific Plan will take place following certification of the Supplemental project-level environmental impact report which has been concurrently prepared (the Draft SEIR and Technical Appendices are separately bound). The Pleasant Hill Redevelopment Agency / City of Pleasant Hill and its responsible agency partners will consider the following additional entitlements prior to authorization of site construction:

Required Discretionary Approvals: Implementation of the Specific Plan project would rely upon the original April 2000 EIR and this Supplement, and would require the following public agency actions (in addition to those identified in the 2000 Final EIR for the Monument Boulevard Area Amendment to the Pleasant Hill Commons Redevelopment Plan):

- (1) Adoption of the Contra Costa Center Specific Plan, establishing policies for future reuse and redevelopment of properties within the 12.8-acre shopping center property.
- (2) Rezoning of the 12.8-acre Specific Plan site by the City of Pleasant Hill to the Planned Unit Development (PUD) Zoning District to provide flexibility with respect to certain development standards otherwise applicable under the current zoning, including building setbacks and landscape area ratios.
- (3) Acquisition and/or disposition by the Redevelopment Agency of right-of-way adjoining Buskirk Avenue and Hookston Road necessary to implement the Circulation Plan (based on the phasing of development and whether residential uses are included in Subarea III).
- (4) Various City permits applicable to the project site, including building permits, a grading permit, encroachment permits for contemplated roadway and infrastructure improvements, and other construction permits for public and/or private property improvements in accordance with applicable zoning and subdivision approvals.
- (5) Various connection permits and easement modifications from the Central Contra Costa Sanitary District (CCCSO), including applicable permits to modify and/or relocate existing sanitary sewer lines and manholes located within the planned building and roadway improvement areas.
- (6) Various connection permits and easement modifications from the Contra Costa Water District (CCWD), including applicable permits to relocate existing water pipelines located within the planned building and roadway improvement areas.

- (7) Coordinated review and approval by the City of Pleasant Hill, the Contra Costa County Flood Control District (CCCFCD), and the Regional Water Quality Control Board (RWQCB) for extension of an existing trunk line and possible modifications to existing City storm drain facilities associated with redevelopment within Subareas I and II, and additional storm runoff within Subarea III.
- (8) Related utility connection permits for service to the planning area involving Pacific Gas and Electric Company, SBC telephone service and Comcast data cable, including the undergrounding of overhead wires from existing poles along Buskirk Avenue into the project.
- (9) Issuance of permits for removal of existing protected trees located within the Hookston Road right-of-way and within the southwest corner of the planning area (adjoining Interstate 680), depending on the approved final development plan(s).

Optional Discretionary Approvals: In addition to the foregoing required actions, implementation of the Specific Plan may also involve the following discretionary public agency actions in reliance on the original April 2000 EIR and this Supplement:

- (1) Approval of an Exclusive Negotiating Agreement (ENA) and Owner Participation Agreement (OPA), or Disposition Development Agreement (DDA) between the Pleasant Hill Redevelopment Agency and the project sponsor.
- (2) Approval by the City of Pleasant Hill and Redevelopment Agency of one or more future detailed Site Development Plans for properties located in Subareas I, II and III.
- (3) Approval by the City of City of Pleasant Hill of a Master Sign Program concurrently with the approval of future Site Development Plans, based on the Design Guidelines in Section 6.4 of the Specific Plan.
- (4) Approval of a Tentative Subdivision Map or Parcel Map by the City of Pleasant Hill to provide for consolidation or adjustment to the existing parcels, and to modify the existing cross easements encumbering the site.
- (5) Approval of development agreements and related project entitlements, consistent with the adopted Specific Plan, based on consideration of future privately sponsored development.
- (6) Acquisition of a portion, or the entire 12.8-acre site, by the Pleasant Hill Redevelopment Agency for redevelopment by a selected Master Developer.

7.2 Economic Incentives

The Land Use Section of this document identifies the importance of encouraging a relatively intense commercial redevelopment program for the 12.8-acre planning area. As noted in Section 3.6, a development program which approaches the maximum 330,000 square feet of commercial development (FAR of 0.54) would avoid any significant economic subsidy by the Agency. The ability to achieve this intensity of development is, in part, dependent on attracting viable two-story retail uses within the southwesterly portion of the planning area, as depicted in Figure SP-11. Several options and economic incentives are included in this Specific Plan, in order to encourage the design of an economically feasible project which is dependent on a minimum Agency subsidy.

As further outlined in Specific Plan Appendix A, these options and incentives include the following:

- (1) Future redevelopment may be phased within Subareas I, II and III as provided for in Section 6.1, but should achieve the aggregate minimum commercial square footages indicated in Figure SP-11 and Guiding Policies 1 through 6.
- (2) Development of between 45 and 60 townhouse units may be considered within Subarea III, based on completion of roadway improvements as reflected in Figure SP-18 (including abandonment of a portion of Hookston Road), provided that the project assumes responsibility to construct a majority of the fronting roadway improvements, including the new signalized intersections at Buskirk Avenue / Clarie Drive / Elmira Lane, and Elmira Lane / Hookston Road, as called for in Guiding Policy 10.
- (3) Two-story retail uses in Subareas II and III are encouraged, consistent with Figure SP-11 and Guiding Policies 4, 5, 8 and 11. Such uses may include tenants with second story mezzanines or consist of separate uses on the upper and lower floors. Parking may be considered over retail uses in areas designated for two-story uses.
- (4) Large scale anchor tenants (such as the Kohl's Department store on the adjoining site) are encouraged; however "big box" discount uses are discouraged.

7.3 Plan Administration

This Specific Plan has been prepared to serve as a tool to implement broad land use, economic development, and related policies included in the Pleasant Hill Commons Redevelopment Plan and the Pleasant Hill General Plan. Government Code Sections 5450-65457 call for the Specific Plan to be adopted by the City Council and Redevelopment Agency to provide for the systematic implementation of

public policy. This Specific Plan includes both a Conceptual Land Use Plan and policies to implement and supplement the LUP, including detailed development standards and design guidelines. Compliance with these policies must be demonstrated at every step in the entitlement process for future site development. In particular, the subsequent review and approval of PUD Permits and Subdivision maps must show consistency with the intent and policies outlined in this document. These and other related permits are to include detailed requirements for implementation of plan policies, including mitigation measures and maintenance requirements. Any proposed project which deviates from these standards and requirements must be carefully evaluated to determine the extent and significance of exemption or plan modification called for. Minor deviations from established development standards and design guidelines (including individual building envelope shapes, sizes and orientation, for example), may be approved as part of the PUD application. Conflicts with Specific Plan policies and cumulative development and/or land use standards shall be evaluated as part of a modification to the Specific Plan. Both such deviations and modifications are subject to CEQA, with the later requiring the preparation of an Initial Study and an appropriately tailored environmental document.

Appendix “A”

Economic Feasibility Report By Economic & Planning Systems

MEMORANDUM

To: Richard T. Loewke, AICP
From: Walter Kieser, Richard Berkson, Andrew Wong
Subject: Review of Revised Crossroads Specific Plan Scenarios Summary
(EPS #14024)
Date: October 31, 2005

ECONOMIC FEASIBILITY

During the Redevelopment Advisory Committee ("RAC") visioning process for the Contra Costa Center Specific Plan, an economic feasibility analysis was prepared. The economic analysis helped to guide the planning process to assure that proposed land uses, infrastructure and other improvements would be financially viable. To the extent that public funds would be required, the analysis indicated their general magnitude and timing.

Ultimately, future economic conditions and investment decisions by property owners and developers will determine the feasibility of development; however, the economic analysis helps to shape and inform the Specific Plan, and to provide strategic direction to the Redevelopment Agency for implementing the Plan.

The following section summarizes key findings of the economic analysis. Additional detail is available in the prior analysis submitted by EPS to the Redevelopment Agency.¹

¹ "Review of Revised Crossroads Specific Plan Scenarios", Memorandum from EPS to Richard Loewke, 4/6/2005.



SUMMARY OF FINDINGS

DEVELOPMENT FEASIBILITY AND PUBLIC FUNDING REQUIRED

1. *Specific Plan development is anticipated to fall short of generating sufficient returns to developers to fully fund costs and provide adequate returns.*

Based on full buildout of the areas covered by the Specific Plan, previous financial analysis indicated that the funding gap could range from \$1 million to \$5.6 million; the greater the amount of commercial development, the greater the value created and therefore the smaller the funding gap. The proposed Specific Plan policies encourage maximization of development intensity up to 330,000 square feet of retail space to reduce the amount of public funding required for financial feasibility. Development of 330,000 square feet of retail would not require any significant subsidy to the project. However, this level of development will require a significant amount of two-story retail, which may be challenging to achieve from a market perspective (see Finding #6).

TYPE AND AMOUNT OF POTENTIAL PUBLIC FUNDING SOURCES

2. *The funding gap can largely be met through the use of various funding sources, including tax increment generated by new development.*

The prior financial analysis indicated that tax increment could finance the potential shortfalls associated with Specific Plan development, with the exception of a scenario in which the minimum amount of allowed commercial development (245,000 square feet) occurs. An increase to approximately 260,000 square feet could help generate development value and tax increment to close the financial gap.

In addition to increased development intensity, shortfalls could be addressed by construction of new residential units in Area III as allowed by the Specific Plan. The funding of shortfalls also assumes that all developers contribute towards the cost of shared parking and other area public improvements.

RESIDENTIAL DEVELOPMENT

3. *Development of residential units in Area III could provide a positive contribution towards shortfalls associated with public improvements required by the Specific Plan.*

Development of up to 60 units could provide value for public improvements that could help mitigate potential financial shortfalls associated with development of the entire Specific Plan Area. At the lower end of the range, e.g., 35 units, development on Area III could be feasible, but minimal additional value, including tax increment, would be produced. The Specific Plan encourages additional density to improve overall financial prospects.

4. *Inclusion of residential units in Area III could generate enough project return and tax increment to reduce the need for two-story retail.*

Since residential use is valued higher than commercial use under the current market, inclusion of residential units in the project could improve project feasibility as noted in Finding #3. Based on the prior analysis, development of 60 residential units could generate funds to eliminate the need for two-story retail and fill the funding gap in Area II.

5. *Development of residential units in Area III could facilitate the retail development in Area II, and thereby produce more sales tax revenue.*

By comparison to an "all retail" project, development of residential units in Area III would provide enough funding to start the retail development in Area II at an earlier stage. Such early development in Area II could generate twice as much sales tax revenue initially compared to a project with delayed development and minimal or no retail. However, at full buildout, the "all-retail" development would produce \$300,000 more in total sales tax than a scenario with residential in Area III.

TWO-STORY RETAIL

6. *The Specific Plan allows some amount of two-story retail, which will be challenging to achieve in the near term.*

Few examples exist in the Bay Area of two-story retail formats except for traditional department stores or large-format apparel stores. Such formats may be found in dense urban areas, and in regional malls where retailers may have no other options for a more preferable single-story layout. Typically those two-story formats, including stores found in Walnut Creek, are not full two-stories but instead include a second story mezzanine visible from the ground floor.

In recent years, multi-story projects have been proposed for traditional single-story retail, and there are examples of two-story formats being built in major regional and super-regional shopping centers. These examples may become more prevalent, particularly in dense urban areas and areas with strong market support. The Contra Costa Center site currently does not seem likely to attract a significant number of retailers building a two-story format; however, continued population and income growth will require prospects for two-story retail in the future.

The two-story format could generate greater value, which means that less agency participation would be required.

"BIG BOX" RETAIL

7. Development of "big box" retail uses could improve the overall project feasibility and increase sales tax revenue

As noted in the March 1, 2005 Memorandum, "big box" retailer is assumed to build its own building and help fund structured parking. These factors would improve the overall project feasibility since much of the development costs are funded by the "big box" retailer. In addition, prior analysis shows that "big box" retail use, such as home improvement center, could generate annual sales tax approximately \$250,000 to \$350,000 more than other retailers.

The completion of a new Kohl's Department Store, excellent freeway accessibility, and general compatibility with existing stores make "big box" retail a prospective candidate for the site. However, its establishment could impact the neighborhood and other retailers because of the potential increase in single-purpose traffic volume and its undesirable warehouse-like image.